

In the matter of:

*Request For Exclusion From Potential
Import Relief For "Type 2 Z Bars" Used
For the Manufacture of Railway Tank Cars*

**AFFIDAVIT
OF DONALD OLENIK**

Donald Olenik, being duly sworn, deposes and says:

1. I am the Director of Materials for Union Tank Car Company, a U.S. producer of railway tank cars located in Chicago, IL. I have been employed by Union Tank Car for 27 years, and have held my present position since April 1994. As part of my responsibilities in this capacity, I source and arrange the company's necessary purchases of materials and equipment for the manufacture of tank cars.
2. A steel shape referred to as a "z-bar" is a necessary element of a railway tank car. A z-bar is used as the end sills on railway tank cars. The car's couplers, yokes and gears are housed inside the sill. One z-bar is required for each railway tank car manufactured.
3. Z-bars for railway tank cars must be manufactured in accordance with standards established by the Association of American Railroads (AAR). The relevant standard for tank car manufacturing is known as M-1002. Section 4.6.3 of M-1002 requires that z-bars for railway tank cars be manufactured in accordance with specifications established by the American Society for Testing and Materials (ASTM), and specifically ASTM Standard A572-50. Section 4.6.3 of M-1002 further requires that only "Type 2" ASTM